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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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## INFORMATION REPORT

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COUNTRY Bulgaria

SUBJECT The Port of Burgas

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The port area at Burgas is approximately 700 to 800 meters north and south, 4,000 to 5,000 meters east to west, and is enclosed by a concrete wall topped with iron spikes. There is only one entrance, located east of the Burgas Railroad station. A guardhouse is located at the entrance and is used by a Transport Militia unit as its main control point. The headquarters of the port unit of the Transport Militia are in a new 5-room, 1-story building west of the customs house in the port area.
- 25X1 2. The following buildings are located along the wall forming the northern boundary to the east of the port entrance: (See Appendix)
- Port administration building, a 3-story structure completed in 1935;
  - Port Workers' Hall;
  - Living quarters for port officials;
  - Three tobacco and grain warehouses, 200 x 80 meters in size, 25 meters high, built of stone, located south of officials' quarters;
  - Customs house, directly behind the passenger vessel pier;
  - Port Militia headquarters, to the west of the customs house;
  - Naval barracks; and
  - Railroad warehouse.
3. Before foreign ships are permitted to enter the inner harbor, they must anchor one kilometer offshore where they are inspected by personnel of the Port Administration.

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- 25X1 4. With the exception of Soviet ships, there is little traffic of foreign ships at the Burgas harbor. Soviet ships are usually empty on arrival; on a few occasions, [ ] farm machinery, mostly tractors, being unloaded. The USSR maintains regular weekly shipping schedules using mostly coastal freighters; however the MAKSIM GORKI, a freighter much larger than the usual Soviet ships seen in Burgas, which [ ] at 10,000 tons, makes a weekly stop at the port to transport the copper ore mined at the Rosen mine.
- 25X1 5. In addition to the copper ore, grain, alcohol, tobacco, marmalade, wood pulp, wine, cheese, iron ore, and gold ore are exported to the USSR. The alcohol and marmalade are shipped in barrels, a huge number of which are stored in the open in the port area prior to shipment.
6. There are two ship repair yards in the port area at Burgas: a small one, employing approximately 200 workers, used for small boat repairs, especially for fishing boats; and a second adjoining the Naval base, known as Korab Remont Basa, Burgas (Ship Repair Base, Burgas), formerly the Traycho Kostov Shipyards. Two small freighters are under construction on the ways of the latter shipyard; the yard employs approximately 600 workers in two 8-hour shifts. There are two machine shops and facilities for constructing four ships at the same time, as well as a pier for use in the final outfitting of new ships.
7. An unidentified naval unit of approximately 1,200-1,300 men is stationed at the naval base at Burgas. The base is located in the northwestern corner of the inner harbor between the large shipyard and the fishing fleet quay; it consists of a naval barracks and six covered, steel-reinforced concrete anchorage basins which are currently housing four torpedo boats. The torpedo boats are Soviet-made, all steel, 20 meters long, 5-6 meters wide, and approximately one meter deep, they are armed with two light antiaircraft guns mounted on the bow, four heavy machine guns mounted aft, and an undisclosed number of torpedo tubes. These boats have been in Burgas since 1947, were new on their arrival, and are used on coast guard patrols. Whenever the torpedo boats are at anchor, each boat is individually guarded by a sailor in addition to the naval guard unit which regularly guards the base. Activities at the base can be observed easily by visitors to the fish market in spite of the naval guards.
8. The naval base is administered by the Navy Department and is under the command of a Nachalnik Morska Basa, Burgas (Commander of the Naval Base, Burgas); the civilian port is under the direct control of the Ministry of Railroads. The administrative head of the civilian port is a civilian with the title: Nachalnik Purvo Stepenog Pristanishte (Chief of a Major Port); the position in Burgas appears to be very insecure and is subject to frequent changes.

- 25X1 9. The Nachalnik na Mitnitsa Otdel (Chief of the Customs Section) is a certain Stefanov, [ ]

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- 25X1 10. The Nachalnik Kontrolne Sluzhbe (Chief of the Control Department) is "Krum" Mironov, [ ]

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11. The labor force at the port has been decreased from a complement of 700 to 300 because of bad working conditions; dock workers receive 350 leva per day. Workers are divided into three 8-hour shifts of 100 men each. The only controls over the workers is by Party members among them; there is a nadzoritel (foreman) for each 15 workers who is politically responsible for his charges.
12. A special Transport Militia unit of approximately 70 men, commanded by an unidentified young captain, is responsible for security at the port. As previously mentioned, the unit is quartered in a new 5-room, 1-story building located in the port area apart from the other buildings. Militia units are usually replaced en masse once a year.
13. There are no State Security personnel detailed for duty at the port except when foreign ships are in port; at such times, four or five members of the Burgas State Security unit are on duty in the port until the foreign ship leaves. Soviet and Satellite ships are not considered to be foreign ships.
14. A Vodna Karta (Entrance Permit), bearing a photograph of the permit holder must be shown to the guard on duty at the gate both upon entering and leaving the area. The permit is issued on a yearly basis by the Port Transport Militia headquarters and must be revalidated every three months; however, a temporary permit may be obtained from the militiaman on duty at the gate. The temporary permit is a small white card signed by the militiaman and is collected at the gate when the user leaves the port; to obtain a temporary permit, an applicant must leave his identity card at the gate in exchange for the pass. Any person caught illegally in the port area is fined 500 leva. There are guard posts at the quays, warehouses, and various other points throughout the port area; one militiaman is on duty at each post.
15. All seamen undergo a body check upon leaving the port; all dock workers receive a similar body check at the Port Workers' Hall when shifts change.
16. Generally, only the captains of foreign ships are permitted ashore; however, all Soviet and Satellite personnel are exempt from this rule, requiring only a signed pass issued by the ship's captain to be used as a landing document. In addition, USSR specialists are given an office in the Port Administration Building; the office is off-limits to everyone.
17. Below is the legend for the Appendix:
1. Burgas Railroad Station.
  2. Port entrance guardhouse.
  - 2a. Port Militia headquarters.
  3. Port administration building.

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4. Port Workers' Hall.
5. Living quarters for port officials.
6. Living quarters for port officials.
7. Naval barracks.
8. Railroad warehouse.
9. Customs house.
- 10.)
- 11.) Grain and tobacco warehouses.
- 12.)
13. Shkoda type cranes, installed in 1937, 2-3 tons, fixed, electrically driven.
14. Shkoda type cranes, installed in 1937, 2-3 tons, fixed, electrically driven.
15. Passenger vessel pier.
16. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
17. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
18. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
19. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
20. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
21. Fortified anchorage for Burgas-based Black Sea Fleet, steel-reinforced concrete roof.
- A. Ship repair yard for small ships.
- B. Ship repair yard for large ships.
- C. Fishing fleet quay and fish market.
- D. Small wharf.
- E. Cargo ship quay.

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APPENDIX

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THE PORT OF BURGAS

